February 24, 2004

To: Docket Management System
US Department of Transportation
Room Plaza 401
400 Seventh Stree
Washington DC 20590-0001

From: Ping Ho, M.A.
Coordinator of Educational Outreach
UCLA Pediatric Pain Program
2626-33rd Street
Santa Monica, CA 90405

Re: FAA Docket Number FAA-2003-16526
Stage IV Aircraft Noise Standards

Dear Sir or Madam,

I strongly encourage you to strengthen the proposed Stage IV standards so that they measure up to the spirit in which the standards were purportedly created.

The new noise standards should
- be applied to aircraft less than 75,000 pounds
- phase out noisier older aircraft
- require a stricter 14 decibel noise reduction in newer aircraft

Our local airport, Santa Monica Airport, is the busiest single runway airport in the nation and accommodates a tremendous amount of business jet traffic that has degraded the quality of life of neighboring residents in both emissions and noise. The impact has been severe enough that community members have taken it upon themselves to gather data and join forces with local elected officials and scientists from UCLA, USC, the Air Quality Management District to stop these problems.

It is only a matter of time before stricter regulations will occur because when it comes to things like aircraft emissions and noise, everyone is affected; the wind knows no boundaries. Decisions made on behalf of the people can go a long way to restoring our faith in government. Do this for yourselves and your families.

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FYI – We have collected data in collaboration with scientists and UCLA, USC, and the California Air Resources Board showing the direct, massive emissions of ultrafine particles from jet aircraft. In recent months, ultrafine particles have been shown to be highly toxic to the human body because their size enables them to attach deep in the lungs and their twisted surface area enables the easy release of toxic compounds directly into the bloodstream. Particulate matter is known to be associated with a variety of lung and cardiovascular disorders and increases the risk of mortality in infants, elderly, and those with severe health problems. The April issue of Environmental Health Perspectives includes a UCLA-USC study showing micrographs of ultrafine particles penetrating the mitochondria, or power source, of human cells. The investigators found that these particles not only caused structural damage that affected cellular function but also damaged proteins and DNA within cells. Studies have shown that ultrafine particles get into the central nervous system of animals that are exposed to concentrations that are typical at 50 meters from a freeway. The

number of particles emitted from aircraft rival automobiles and may account for up to 1/3 of the air pollution in Los Angeles.